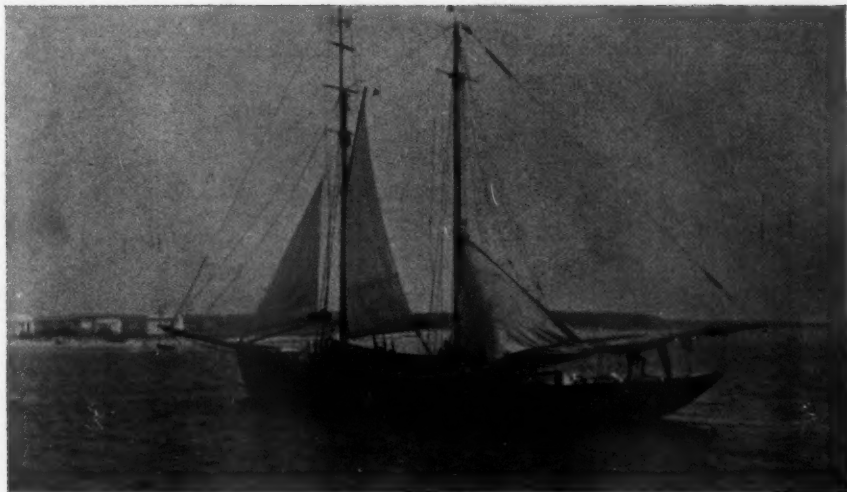


Registered U. S. Patent Office

Vol. V

OCTOBER, 1924

No. 9



## The Battle of Her Career

Illustrated above is the "*Hazel M. Jackson*", a fishing schooner, photographed three hours after her drive through a gale, and yet she looks none the worse for the severe punishment to which she was subjected.

During the latter part of August 1924, this schooner was caught in a tropical gale while returning from a sword fishing trip. With only her foresail hoisted and not having time to furl or reef, she had the battle of her career. The captain, having a coil of 2½" *Columbian Tape-Marked Pure Manila Rope* in the forepeak, as spare rigging, and fearing his foresheet might not hold during the blow, hauled out this rope and put four turns on to help relieve the foresheet. The gale was terrific. The captain, lashed to the wheel, and the crew, lashed to the ratlines, watched every comber break, fearing each wave would tumble on deck and swamp the vessel.

But every length of *Columbian Tape-Marked Pure Manila Rope* with which this schooner is fully equipped, held fast and the "*Hazel M. Jackson*" was ready for work with no refitting whatever.

Fishermen—It pays to use high grade equipment. Every line containing the *Columbian Red, White and Blue Tape-Marker* will give you dependable service at the time you need it most. Insist on *Columbian Tape-Marked Rope*.



### Columbian Rope Company

362-90 Genesee Street

Auburn, "*The Cordage City*" N. Y.

Branches:

New York Chicago Boston New Orleans

Boston Office and Warehouse - 38 Commercial Wharf

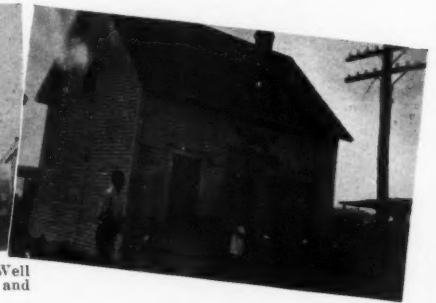




No. 36 (above)—H. L. Smith, Manset, Me. Carries general merchandise and has large trade with fishermen of this vicinity.



No. 37—F. H. Wilder, Cutler, Me. Well known dealer in all kinds of supplies and staunch supporter of the "Neptune."



No. 38 (above)—Frank Gerrish, So. Gouldsboro, Me. Post office and general store well equipped to supply the needs of local fishermen.



No. 39 (above)—A. W. Nason, So. West Harbor, Me. Gentlemen's clothing and furnishing store doing a first class business in South West Harbor and vicinity.



No. 41 (above)—J. N. Mills, South West Harbor, Me. Deals in general supplies and has a well established fishermen's trade.

## Making it Easy to Buy the Converse "Neptune"

WE are trying to keep pace with the growing fame of the "Neptune." Every month more and more fishermen all along the coast are finding this specially built fisherman's boot best adapted to their needs, and every month new dealers are adding it to their stock of fishermen's supplies.



If your regular dealer does not sell the "Neptune" and you would like to try a pair, send us a post card with your name and address and that of your dealer and we will see that you are supplied.

**Converse**  
RUBBER SHOE CO.

Factory—Malden, Mass.

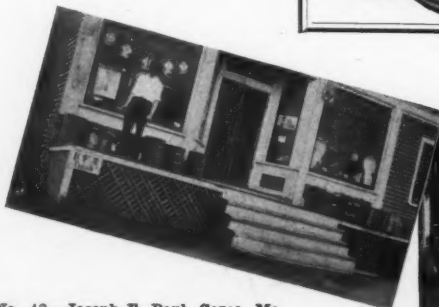
Boston Office New York Office  
175 Purchase St. 142 Duane St.



No. 40 (above)—Gove's Cash Store, Eastport, Me. Besides his Eastport trade, this dealer is popular with the fishermen of Campobello, N. B.



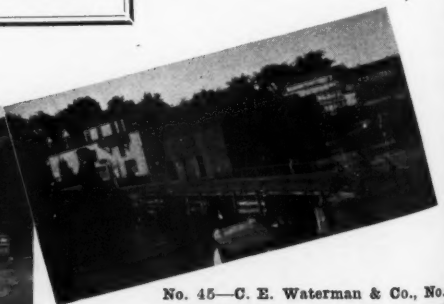
No. 42 (above)—Moore Bros., Prospect Harbor, Me. Lobster buyers and do a big weir-fishing business. Mr. Moore claims "Neptunes" are the best boots he ever used.



No. 43—Joseph F. Paul, Corea, Me. General store and a very popular place for fishermen during leisure hours.



No. 44—Ralph W. Moore, Steuben, Me. Sells groceries and general supplies including a full line of "Neptunes."



No. 45—C. E. Waterman & Co., No. Haven, Me. General store, conveniently located, carrying boat and fishermen's supplies of all kinds.

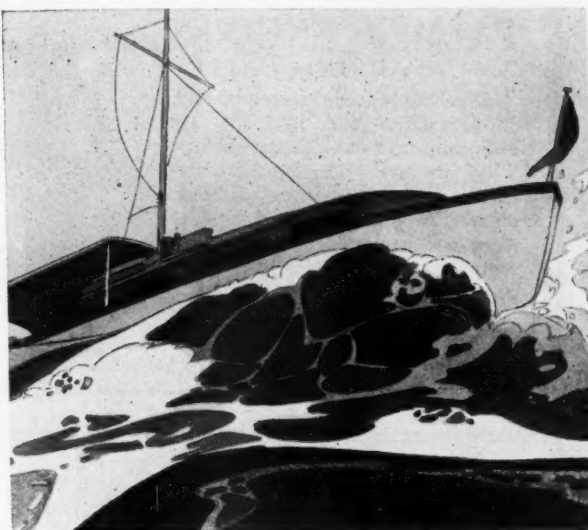
# TANGLEFIN GILL NETTING

REAL GENUINE SEA  
ISLAND COTTON

LINEN  
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*Factory to You—No Middlemen*

**National Net & Twine Co., Inc.**  
EAST HADDAM, CONN.



## Bone dry in thickest weather

SQUALLS may drive rain and spray abroad, but the boat that's battered with the Columbia Hot Shot bores into the eye of the wind with never a falter. Water just can't harm the Hot Shot. It's water-proof. Its steel case has oilskins lashed to the mast. It defies the elements to do their worst, sits tight, and does its all-fired best in fair weather or foul.

Don't just ask for "a dry cell." Ask for "Columbia Eveready" by name and get 100% battery efficiency. Columbia Eveready Dry Batteries are sold by marine supply dealers, electrical, hardware and auto accessory shops, implement dealers, garages and general stores. Columbia Eveready Ignitors can be purchased equipped with Fahnestock Spring Clip Binding Posts at no extra cost to you.

*Manufactured and guaranteed by*

**NATIONAL CARBON COMPANY, Inc.**

New York

San Francisco

Canadian National Carbon Co., Limited, Toronto, Ontario

# Columbia EVEREADY Dry Batteries —they last longer

Gas engine ignition  
Telephone and  
telegraph  
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Buzzers  
Motor boat ignition  
Heat regulators  
Tractor ignition  
Starting Fords  
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alarms  
Protecting bank  
vaults  
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Calling Pullman  
Porters  
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Lighting tents and  
outbuildings  
Running toys  
Radio "A"

Columbia Hot Shot Batteries contain 4, 5 or 6 cells in a neat water-proof steel case.



## Shipmate Heating Stoves



As good as Shipmate Ranges, and that is  
all need be said

*Made by*

**THE STAMFORD FOUNDRY COMPANY**

Established 1830

STAMFORD, CONN.



## PALMER ENGINES

### AN UNFAILING QUALITY

**POWER,** Speed, Dependability, Durability and Economy are built-in qualities of Palmer Engines. They are strictly high-quality machines, built of the best material obtainable, made in an up-to-date plant and perfected by experienced engineers.

**PALMER BROS. ENGINES, Inc.**  
COS COB, CONN.

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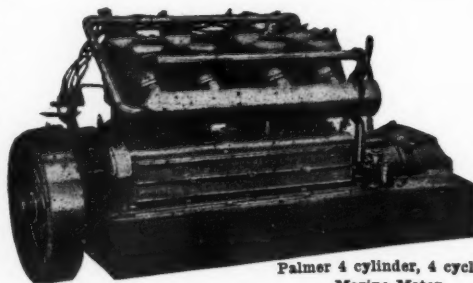
Boston  
59 Haverhill St.

New York  
128 Lexington Ave.

Philadelphia  
9 N. 6th St.

Portland, Me.  
Portland Pier

Jacksonville, Fla.  
122 So. Ocean St.



Palmer 4 cylinder, 4 cycle,  
Marine Motor

**PALMER En-**  
gines are manu-  
factured in three  
types: two cycle  
single and double  
cylinder type, four  
cycle medium duty  
type and our heavy  
duty type. Palmer  
Engines are manu-  
factured from 2 to  
85 horsepower; 1 to  
6 cylinders.

## WOOLSEY'S

Copper Best Paint, Brown  
Yacht Copper Paint, Special Red and Special Green  
Yacht Whites — Marine Paints — Spar Varnish

Gloss Engine Paints — Adamant Deck Paints  
Exterior Marine White Enamel — Yacht Black  
Elastic Seam Compound — Rubber Seam Compound  
Copper Bronze Bottom Paint — Marine Mixed Paints  
Anti-Corrosive first coat Iron and Steel Bottom Paint  
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### WOOLSEY'S COPPER OLEATE NET PRESERVATIVE

*Easy To Apply — Wears Longer*

Lengthens the life of any net and resists fouling.

This material is prepared ready for use and one application will last several months.

By the use of Woolsey's Copper Oleate, it is possible to do away with the old tar barrel and to avoid the mean work that the use of this entails. *Try some and be convinced.*

**C. A. WOOLSEY PAINT AND COLOR CO., Jersey City, N. J., U.S.A.**

*Makers of Copper Paint and Marine Paint Specialties since 1853*

## KNOX

VALVE-IN-HEAD  
FOUR CYCLE  
MARINE ENGINES

A modern Four-Cycle Motor built on years of experience with common sense ideas. A motor which will stand up under the most severe conditions, is easy to repair, very economical on fuel and will deliver 100% service year in and year out. Send for catalog.

CAMDEN ANCHOR-ROCKLAND MACHINE CO., Camden, Maine

## WM. H. CHAMBERLAIN

*Power Dories, Sailing and Rowing Dories  
Launches, Skiffs and Tenders*

14 ORNE STREET, MARBLEHEAD, MASS.

# The Fish Net and Twine Co.

MANUFACTURERS OF

## FISH NETTING and NET FITTINGS

MACKEREL NETS    COTTON AND LINEN GILL NETS  
POUND NETTING    TRAP NETTING

We use a special high grade of twine for all these purposes. Samples will be gladly sent on request.

DON'T RUN IN A RUT! SEE HOW MUCH BETTER YOU CAN DO FOR YOUR MONEY!

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*Branches:*  
Milwaukee, Wis.  
Richmond, Va.



### Not A "Trade Paper"

THE ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

## Atlantic Fisherman

A "FARM" JOURNAL FOR THE  
HARVESTERS OF THE SEA

Vol. V. OCTOBER, 1924 No. 9

DAVID O. CAMPBELL ..... President

FRANK H. WOOD ..... Advertising Manager

ARTHUR W. BRAYLEY ..... Editor

Published Monthly at

100 BOYLSTON ST., BOSTON, MASSACHUSETTS

New York Representative

CHARLES B. GROOMES .. 56 West 45th Street

\$1.00 A YEAR 10 CENTS A COPY

Entered as Second Class Matter August 25, 1921, at the Post Office at Boston, Mass., Under the Act of March 3, 1879.

### Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receiver's hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

## A Movement Worth Watching

The Atlantic Fisherman made a prediction, a few months ago, that before the end of 1925 the fish industry would set up an organization for the co-operative marketing of fish.

The organization of Boston and Gloucester fishermen, now being formed, promises to bear out our prediction well within the time set by us.

There are many in the fish business who will bring up endless arguments showing why such a co-operative association is doomed to failure. Any deviation from the hide-bound methods of three centuries will always bring forth the raucous cry, "It can't be done!"

These folks aren't reckoning on this man Sapiro, the wizard organizer of the Californian raisin growers, the wheat, the tobacco, the potato and other groups, which offered in many cases just as serious problems as the fish industry does.

Better keep quiet, you skeptics — and watch this man Sapiro.

## A Good Market for the Live Ones

The success of those progressive concerns which have undertaken the putting up and marketing of parchment-wrapped fillets leads us to wonder why more dealers have not taken hold of the filleting idea.

Since the demand for fish ready for coals, pan or oven, without bones or other inedible portions, is increasing so rapidly among the modern housewives, the market for such a prepared product is distinctly assured.

Distribution of the filleted article should be infinitely easier than fish in the round, chiefly because of the greater number of possible retail outlets. It is evident that there are many stores dealing in food products other than fish which could be easily induced to carry a line of fillets, but that would refuse flatly to handle fish in the round.

From every angle the fillet market seems to be something well worth going after.

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## Sardine Packers Have Good Prospects

Press dispatches carrying the notice of the organizing of Maine sardine packers implied that the chief reason for the forming of the association was to enable the packers to fix prices.

We doubt very much if these folks are so short-sighted as to make price control the primary purpose of their movement. Undoubtedly they have in mind putting into operation the same principles other co-operative associations use to exploit their products.

The sardine packers have a splendid opportunity. Properly packed, there is no limit to the market possibilities of Maine sardines. But the pack should be under rigid inspection at all times in order that quality may be standardized.

## Constant Vigilance Necessary

It seems that the majority of Maine fishermen are satisfied with the present lobster regulations. Yet every now and then a movement is started in certain sections of the state for a reduction of the legal length of marketable lobsters. Almost annually attempts are made to force through the state legislature various bills all pointed toward a nine-inch law.

A constant watch is necessary at all times, for often clever manipulation will enable a small minority to gain its ends.

## Treating Nets

with

### Metasap

### Copper Oleate Compound

*(the scientifically prepared preservative)*

Is much simpler than treating with tar —

- requires less apparatus
- is less expensive
- requires less labor
- is very much quicker
- requires re-treatment less often

Send for free sample, and booklet, or send \$1.00 for a generous supply sufficient for practical tests.

**METASAP CHEMICAL COMPANY**  
HARRISON, N. J.

National Oil Products Co.      National Oil Products Co.  
10 High St., Boston, Mass.      413 Conway Bldg., Chicago, Ill.  
Martin, Hoyte & Milne  
Merchants Exchange Bldg., San Francisco, Cal.



## A STORY

from an "OLD LOG"

*By sport of bitter weather  
We're walty, strained and scarred,  
From the kentledge on the keelson  
To the slings upon the yard.  
—The Seven Seas.*

What tales the old log book tells. Tales of man's ceaseless struggle against the grim forces of the sea. Staunch and tight must be the vessel that stands the buffeting of wind and wave.

## STRATFORD OAKUM

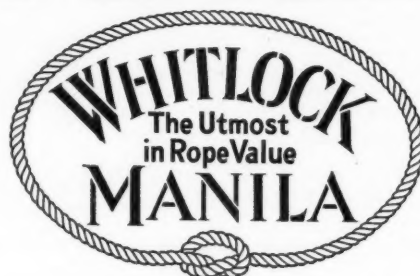
has stood the test for nearly a century.

It is known on the "Seven Seas" as the best caulking material that money will buy.

Be sure you get it.

**GEORGE STRATFORD OAKUM CO.**  
Jersey City, N. J.

# KOPPER KURED



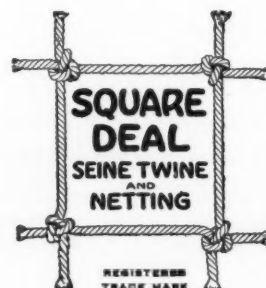
This famous Manila Rope is daily proving its value as a money saver to Fishermen because

**IT LASTS LONGER!**

*Write for samples, prices  
and full information.*

**WHITLOCK CORDAGE CO.**

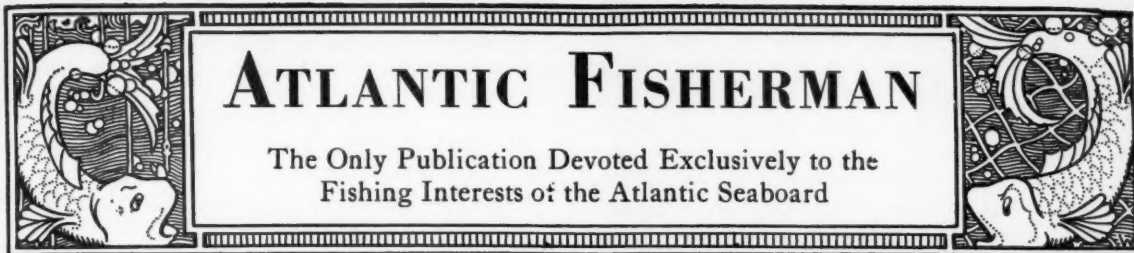
46 South Street, New York  
226 State Street, Boston, Mass.



**NEW YORK NET & TWINE CO.**

MOODUS, CONN., U. S. A.

ESTABLISHED 1829 INCORPORATED 1896



# ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the  
Fishing Interests of the Atlantic Seaboard

Vol. V

BOSTON, MASS., OCTOBER, 1924

No. 9

## Mr. Sapiro Tackles the Job That "Can't Be Done"

**Y**OUNG FULTON, builder of the first successful steam-boat, was a pig-headed individual. He was so stubborn, so cock-sure of himself that he kept puttering away with his steam contraption without paying the slightest heed to the folks who were telling him how impossible it was to run a boat with such a contrivance. As a result, "Fulton's Folly" steamed up the Hudson to revolutionize the mode of water transportation of that period.

Another poor deluded individual named Bell, with a "mechanical toy" called a telephone, refused to quit his fight to commercialize his invention despite the declarations of the astute business men of that time that the "toy" could never be established as a public utility.

Fortunately, for the good of us all, these opinionated, self-sufficient individuals with radical ideas as to ways of doing things, have a habit of bobbing up at times—just often enough to keep this old world from standing still.

Take this man Sapiro, for instance—the Chicago lawyer who comes east to organize an association of fishermen, vessel owners and skippers for the purpose of marketing fish co-operatively. Doesn't he know that it's never been done before?

But in the face of a thousand-and-one reasons as to why it can't be done, Mr. Sapiro keeps plugging away at his plans. Having organized into co-operative bodies the California raisin growers, the wheat growers of Canada, the Aroostook potato people, the tobacco planters of the South, and some 80 other groups—he is just obstinate enough to tackle the fish industry.

Now, folks, however skeptical you may be as to the successful working out of the radical (to the fish business) co-operative marketing plans which Mr. Sapiro is about to apply to the industry, just bear in mind that some marked change in present methods is necessary if the fish business is to get anywhere. Who knows but what Mr. Sapiro has the proper remedy. After all, his plans have worked out successfully in other industries. The reason is that his methods are scientific—tried and proven. They differ from the industry's

present pot-luck methods as the automobile differs from the stage coach.

Don't think for a minute that this co-operative idea is simply the formation of a group of fish people for the sole purpose of price fixing. Such a scheme would be doomed to certain failure. Yet the marketing methods planned by Mr. Sapiro would result most certainly in better prices to fishermen. This would be effected naturally—by the creation of greater markets and the reduction of handling costs—rather than by stick-wielding methods made possible by control of supplies. This new movement will not be an agent of force; it will be an agent of efficiency.

We all know that there is a tremendous market for eastern fish which has never been tapped. We know that Massachusetts alone consumes more than half the fish landed at America's greatest fish port, Boston. Why, we haven't begun to sell fish. If the folks of New York state alone ate as much fish per capita as those of Massachusetts it would take more than all the fish landed at the ports of Portland, Gloucester, Boston and New York to satisfy the demands of this single state. If we made the inhabitants of Pennsylvania as good fish eaters as those of the Bay State, also, it would be necessary to almost double the producing equipment of the ports named above to care for the requirements of just New York and Pennsylvania. Yet the Massachusetts per capita consumption is only about half that of Canada.

To stimulate consumption of fish will be one of the new organization's jobs. It is not difficult, for there are sure ways of doing those things. Then, too, it will be necessary to standardize quality to hold these newly won markets, to work out new methods of handling and shipping, to regulate supplies so that gluts may be eliminated, and so on—all involving many problems which now may seem unsolvable.

But keep in mind that other co-operative movements have run into just as difficult problems. With his record of putting over eighty-odd organizations, we'll string along with Mr. Sapiro, convinced that he'll be able to make the grade with his new organization.



## Fishing Notes From Maine

By "THE FISHERMEN'S DOCTOR"

**J**UST at present lobsters are not very plentiful, but the lobstermen bring in moderate hauls daily. During September in local waters there was a decided improvement, but it has fallen off somewhat. The price has been up to forty cents at the smacks, and the middle of October it was twenty-five cents. At one time the smackmen paid as high as sixty-five cents at Boothbay Harbor. Bait has been plentiful during the early fall and continues so.

Most of the weirmen have been doing an average business, and have had some herring most of the time. Morse and Pray at their weirs at Irish Point have been getting plentiful supplies of herring. On a recent night they bailed out 800 to 1,000 bushels.

Herring in great quantities have abounded off the sand cove at Marshall's Island, and are yet plentiful. In fact, the largest schools of herring ever known in this vicinity have been seen, and they have never been known to stay so long in one locality.

The large schools of herring were first sighted by George Smith of Swan's Island who notified Captain William Morrison of Stockton Springs. Captain Morrison came down with his fleet and crews and began setting out twine. He has captured large quantities of herring every night for over a month and is still at it. Some nights he has loaded eight hundred to a thousand hogsheads of fish into the sardine boats waiting their turn. George Smith has charge of loading the sardine boats, the price averaging sixty cents per bushel.

Every night the anchorage in Old Harbor is filled with sardine boats from Eastport, Jonesport and Lubec, and from all eastern canneries, awaiting their turn to be loaded with herring from the Morrison fleet. Many of the herring are of mustard size, and the market is good at sixty cents a bushel. Recently the sardiner Campobello loaded two hundred hogsheads and sailed for Eastport.

George Smith took a gambling chance on the herring and discontinued his lobster business, turning over his lobster gear to Ben Merrithew, to cast his lot with Captain Morrison. Owing to the phenomenally long tarry of the herring at Marshall's Island, George has played a winning hand. During the past month he missed only two days at bailing out the fish and loading them into the carriers.

The Underwood factories at Bass Harbor and Jonesport are very busy packing sardines, and will continue while the supply of herring lasts. The canneries at Brooklin and Stonington will continue packing for another week.

Powers and Hagan of Swan's Island are sein-ing with Captain Coombs and sons of Gouldsboro in the Muscle Ridge channel. They also have stakes down at Seal Cove, Swan's Island.

Handliners are doing well for there are large quantities of good sized cod near the rocky shores, and some large fares have been brought into the fishstands.

Rowland Carter, handlining off Marshall's Island, got seven hundred pounds of large cod.

Rowland Ames recently brought in a large fare of market cod together with three halibut.

Cleveland Trask is installing a new International engine in his motorboat.

Frank Bridges has moved into his new quarters to the north'rd of the Parkhurst fishstand, and is actively engaged in the lobster business. He also manages a large store, carrying ship and motorboat fittings and supplies for fishermen.

The Parkhurst Fisheries continue to receive fish and ship them to Gloucester. This concern is also busy with the medicinal oil plant, and have gone into the lobster business, buying and selling lobsters at Old Harbor. They are now building a new office on top of the fishstand whence all the activities of the harbor may be viewed.

Schooner Anne Prebble is now on her way to Swan's Island to take on a load of dried fish from the Parkhurst company for transportation to Gloucester.

The lobster fishermen at Matinicus have had a rather lean year. The lobster fishing did not pick up materially during September as it did in more eastern waters. Trawlers and fishermen have been doing very well.

Captain Holmes of Matinicus has been shipping large quantities of salted fish to Gloucester.

During the recent heavy storms a tremendous quantity of lobster traps were lost, which means the fishermen will be busy this winter preparing new gear for the spring season.

## Fishes Up \$110, Cash

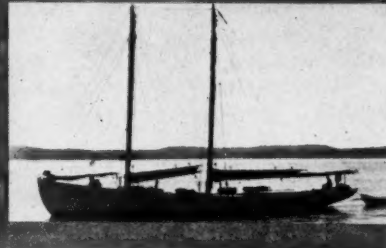
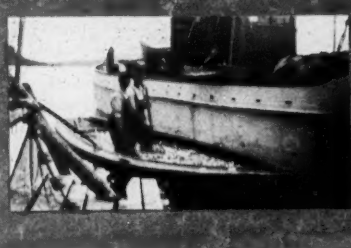
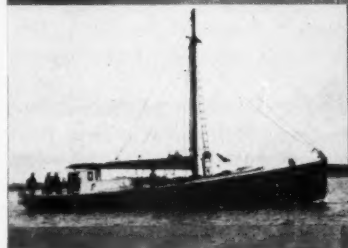
Jacob Culver, of the firm of the Bowers Oyster Co., owners and operators of an oyster packing house at Bower's Beach, while standing on the lock near the oyster house saw a wallet lying on the water near the shore. Securing a fishing line he hooked the wallet and when he opened it found eleven \$10 bills therein. Culver said from the condition of the money the wallet has been evidently lost overboard from a boat far from shore and washed by the waves to the beach. One of the bills, he said was so badly washed by the water that the figures were barely discernible.

—*Wicomoco (Salisbury, Md.) News.*

## A Correction

In the article entitled "The Fisheries of Maine," which appeared in our September number, we credited the launching of the Roamer, built for Captain Rice, to the wrong yard at East Boothbay. This craft was built by the F. L. Rice Motor Company.

## PICKED UP ALONG THE SHORE



*Upper Right*—This is real fishing. Even the hard-boiled skippers get a kick out of swordfishing.

*Middle Center*—Knee-deep in sardines. A 20-barrel load of small herring Eastport bound for their tin overcoats.

*Middle Right*—The Helen McColl, a handsome craft known as the "Queen of the Sardiners."

*Lower Right*—In order to settle an argument as to whether a dory could be pushed or pulled the faster, two skippers, each with a rowing mate, staged a race. The pushers won—by a red hair.

*Upper Left*—Herrin' hosses ready for the smoke house. Each horse holds 45 sticks; each stick, from 25 to 35 herring. We're told these thirst-makers are just as popular as in pre-Volstead days.

*Middle Left*—Captain Butler's Irene, a smart, able craft, built at the yards of Charles Morse & Son, Thomaston, Maine.

*Lower Left*—As this swordfish comes aboard you can almost see the smile of satisfaction shining from behind the hirsute adornment of the skipper.

## Fairbanks-Morse Co. Announces

### 7½ H.P. "C-O"

A 7½ h. p. "C-O" is now on the market! This will be pleasant news for you fishermen who have looked longingly at the economical "C-O" power plants in the larger craft, and have wished that this type of engine were available in smaller sizes.

For some years the Fairbanks-Morse Company have been developing a small crude oil burning engine, but they withheld it from the market until they were satisfied it would be a worthy counterpart of the famous "C-O" family, which for many years has been made up of sizes from 30 h. p. to 300 h. p. This new little brother only weighs 1,225 pounds and is extremely compact, being but 3½ feet long and 2 feet wide.

By January first three other sizes—15 h. p., 22½ h. p. and 30 h. p.—will be available for shipment.

These new small sizes will retain in every respect the economy and dependability of the larger "C-O" engines.

An interesting circular describing these new engines may be obtained by mailing a post card to Fairbanks, Morse & Co., 245 State Street, Boston.

## School of Fisheries for Canada

The establishment of a school of fisheries at Halifax is now but a matter of a few weeks' time. Several months ago the sum of \$70,000 was appropriated by the Department of Marine and Fisheries at Ottawa for the project.

The School of Fisheries will be to the fishing industry of Canada exactly what an experimental farm is to the agricultural interests. It will carry on work of development of the fishing industry, experimenting in every practical phase of it, and be a source from which those interested in the development of the fishing industry of Nova Scotia may secure the information desired.

Such an institution should be the means of raising the standard of quality of Nova Scotia fish, putting it on a plane with the best produced anywhere.

## Halibut Convention Ratified

Secretary of State Hughes, representing the American government, and Ernest Lapointe, minister of justice of Canada, for the Ottawa government, exchanged ratifications at the state department of the convention for the protection of the halibut fishery of the north Pacific ocean, which was signed at Washington on March 2 last.

By this convention a close season of the halibut fishery is established from Nov. 16 to Feb. 15 of each year, and the United States and Canada agree to provide penalties for violation.

The convention also makes provision for a joint commission of four, two to be appointed by the United States and two by Canada, who will investigate the halibut fishery of the north Pacific and make recommendations for a permanent system for its preservation and development.

The convention is the result of recommendations of the American-Canadian fisheries conference in 1918.

## Five Hundred Pearls Found in One Oyster

The most remarkable freak of nature ever seen in Apalachicola was revealed at the Gulf Beach Company's plant Thursday when a shucker opened an oyster that was a solid mass of pearls, ranging from the size of a pin head to a cow pea.

The pearls are colored black, brown, cream and snow white and are embedded clear through the body of the oyster with a thin filmy skin covering them through which they can plainly be seen on both sides of the oyster, which is a nice sized one, and contains perhaps five hundred pearls. Only the great mussel, gills and mantle of the oyster are free from pearls.

This wonderful oyster was immediately taken to Shell Fish Commission Hodges, who is in port on board the steam patrol boat S. C. 144, who placed it in an exhibit jar in formaldehyde solution and it is now on exhibition at the Apalachicola State Bank.—*Apalachicola (Fla.) Times, Oct. 18.*

## Deepest Point in Ocean

The lowest point known on the earth's crust, the deepest known trench in the ocean, lies about 145 miles southeast of Tokio. This discovery, made recently by the Japanese naval survey ship *Manshu*, has been announced by the naval authorities. The new "deep" measures 32,636 feet, or more than six miles. It exceeds by 548 feet the hitherto greatest ocean depth, the famous Marianne trench in which the United States naval ship *Nero*, in 1899 found 32,088 feet off the east coast of the island of Mindanao in the Philippines.

The *Manshu's* "deep" apparently lies at the bottom of a precipitous declivity descending sharply about 100 miles from the southeastern coast of the main island of Japan. To the Japanese the first interest in the discovery lies in the seismic possibilities of this trench so near their coasts. The sharpness with which the ocean bed plunges a few miles from Japan is held by scientists to be a contributing factor to the severe earthquakes which visit this part of the country.

## Lunenburg Fleet Earns \$1,539,200

The 62 vessels comprising the Lunenburg fishing fleet have this year secured 70,425 quintals of fish which have been sold for \$1,539,200.



# Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

A hustling, devil-may-care sort of fellow is the young skipper of the fine schooner, Gertrude De Costa. Though only thirty-three years of age, there is no finer specimen of what an ocean life can produce than Captain Edward R. Murphy.

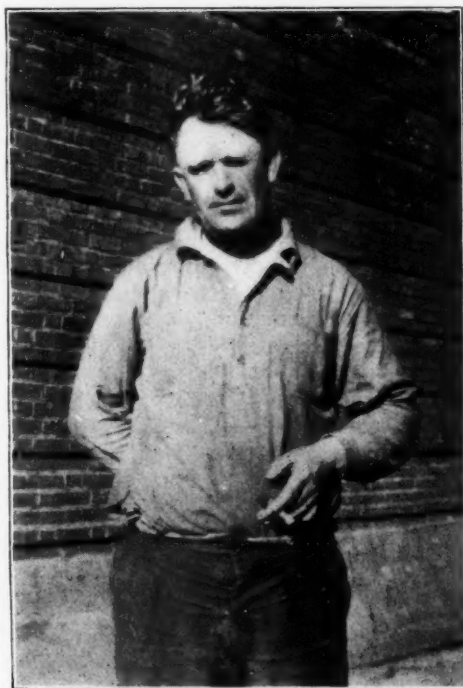
The happy, rollicking Edward was born down at Argyle, Nova Scotia, in 1891, but came to the States in 1899, and at a very tender age shipped as deck boy along with Captain William Goodwin in the schooner Oregon. From her he went as hand with Captain William Larkin in the Oriñoco, then in the Ethel B. Penny, the Rebecca, the Victor and Ethan, and the Mattassie. Next he went with Captain Fred Chipman in the Beuma, Captain Ernest Parsons in the Kineo, the Acushla and the Kilarney, and with Captain Albert Hines in the Gertrude De Costa. He has remained in the De Costa, succeeding Skipper Hines. He has commanded that fine, large craft for a long time, now.

Small wonder is it that Ed Murphy is a hustler. Just consider the class of skippers under whom he used to sail! It was an education in the fine art of fishing just to have been in daily association with men like those mentioned above.

Winter storms and summer suns are all one to Skipper Murphy. With him, it never rains rain; it rains daffodils. Fish is what he's out after, and he's a go-getter from Gettersville. If you would like to see a fine large schooner loaded well down to her scuppers, just slip over to the Boston Fish Pier some day when the morning paper says that the De Costa is in from one of her trips. "Murph" went out one Tuesday, fished in South Channel, and came in on Saturday with 70,000 pounds of fish.

This democratic, extremely likeable sea-dog is happily married and has three daughters whose

## *Piling up a Great Record*



CAPTAIN EDWARD R. MURPHY

ages respectively are nine, seven and one. Also there is a boy twelve and one five years of age. It is with his good wife and these youngsters that the captain enjoys himself most when on shore. But he's at sea most of the time, and is piling up a record at his chosen calling. We are certain to hear more in the future about Captain Edward R. Murphy, who sails from the Hub's fish pier.

## Trawlers Seek Treasure

Two Boston steam trawlers, the Foam and the Spray, are undertaking a salvage expedition off the Virginia Capes. Thirteen years ago the Ward liner, Merida, went down with considerable gold and silver aboard, and it is this treasure that the expedition is after.

A group of well known men are financing the project. Among them are Anthony J. Drexel Biddle, Jr., Franklin I. Mallory, W. Heyard Drayton, 3d, and John S. Ball. They have hired three expert divers and equipped them with modern apparatus.

The diving suits will allow the divers to descend to a depth of 300 feet, it was said. It is hoped that the treasure may be located by means of a

steel drag which will be suspended between the two trawlers to sweep the ocean bottom.

Two previous attempts have been made to recover the wealth of the Merida. They failed because the sunken vessel could not be located.

The Merida, bound from Havana for New York, was rammed by the American Mail steamer Admiral Farragut in a fog the night of May 12, 1911. Her passengers and crew were landed safely, but the ship went down with the gold and silver she was bringing to New York from the Mexican government at the time of the Madero revolt. There were on board also, it is believed, the famed Maximillian rubies that once belonged to the Empress Marie Charlotte.



## LOBSTER NOTES



### THE SITUATION

**T**HE first three weeks of October have seen lobsters fairly plentiful, the uniformly good weather permitting quite steady fishing.

Doubtless stocks would have been larger had not the fishermen lost tremendous numbers of traps in the storms of the past months.

The chief source of lobster supplies this month has been Maine, where catches generally continue to be good. The New Brunswick season closed October 15, though some lobsters are still coming through. The Massachusetts catch has been light. Prices have been moderate.

If the present good weather continues, November should see a fair supply coming chiefly from Maine and from Grand Manan, where the season opens on November 15.

### Nine-inch Law Again Advocated

A bill for a nine-inch lobster law is to be introduced early in the legislative session, says a Portland newspaper. The bill will be presented by a member of the York County delegation, but will be framed to cover the entire state.

A nine-inch lobster law, purporting to be for York County, was introduced in the last Legislature, but when it came before the Committee on Sea and Shore Fisheries for a hearing, it was discovered to have a joker in it, which would have made it apply to the entire state.

The author of the measure of the last session, State Senator Stevens of Kennebunkport, although not a member of the new Legislature, will be at Augusta for a portion of the session in the interests of the nine-inch law, it was said.

Reduction in lobster measurement will be opposed by the members of the Sea and Shore Fisheries Commission and by Horatio D. Crie of Rockland, fisheries director. The lobster fishermen of Knox, Hancock, Washington, and other east coast counties will for the most part be opposed to any change in the present 10-inch measurement.

Practically all of the York County fishermen and some of the Cumberland County fishermen will line up in favor of the change. Others of the Cumberland County fishermen are in favor of existing measurement.

The opinion of most fishermen with regard to the lobster law is to let well enough alone. Captain Charles F. Herrick of Swan's Island takes a very decided stand against any change in the legal length. He writes:

It seems to me that the fishermen along our coast who depend wholly or in part upon the lob-

ster for their livelihood should use every means in their power to squelch this bill advocating a nine-inch law. The fishermen have caught more lobsters and made more money this fall of 1924 than for many years past, but if the proposed nine-inch measure becomes a law, in my opinion in two or three years they will be obliged to seek other vocations.

Why not let well enough alone and permit the men who have thousands of dollars invested in this business to continue, with a reasonable chance of making a living? Certainly no one can be more interested in protecting the lobster than is the lobster fisherman himself, and if Senator Stevens is cognizant of any benefit to be derived by the fishermen from this proposed nine-inch bill, he should make it plain to the men who are vitally interested, namely the men who face hardship and danger to procure for the consumer this delicious crustacean.

### Beal's Boatyard Busy

At the boatyards of C. H. Beal & Sons, Beals, Maine, there is building a 39-foot cabin cruiser. When this is completed a 28-foot lobster fishing boat, of the famous Jonesport model, will be started for Mr. James Beal of Harrington, Maine.

The Susie O. Carver, built by this concern, is now in the lobster fishing business. She is a 60-footer powered with a Fairbanks-Morse 45 h. p. "C-O" marine oil engine.

Two 45-foot cruisers were recently completed for New York delivery. A 30-foot boat for Russell Turner of Millbridge, Maine, powered with a 20 h. p. Kermath engine, and a 30-footer for Clinton Hall of Harrington, Maine, are two other crafts turned out at this busy yard.

### Propose New Canadian Contender for Races

According to a recent issue of the Halifax Chronicle, a new contender for the International Fishermen's Races to represent Canada will be built. Already W. J. Roue, designer of the famous Bluenose, is at work on plans for a new fishing schooner which, it is understood, will be built on the order of a group of Halifax men engaged in various marine pursuits.

The new schooner will probably be built at Shelburne, and should be ready in time to qualify for the Canadian elimination races next fall.

A new vessel able to give competition to the Bluenose will lend a wholesome influence to the races, which are sorely in need of healthy stimulus of some sort.

## Chanties of the Old-Timer

**B**ACK in those dear dead days beyond the jazz period, when the lads aboard a merchantman were hailed as jackies, there were no radio concerts in the fo'c'sle, the only music enjoyed in the brief hours of ease being an occasional rendition of a jolly, rollicking ditty or a sentimental song, not too classical for a sailor's appreciation.

But such songs were merely for entertainment. In the main Jackie reserved his music for purposes of utility. His songs were work songs, used to harmonize concerted human effort in the strength-exacting tasks aboard the tall ships. Chanties they were called (pronounced and sometimes spelled "shanties"), songs peculiar to the sailor and rarely heard and impossible of appreciation elsewhere than aboard the big coasters and merchantmen of yesterday.

The origin of the chanty as an institution is lost in the mists of antiquity. It has much of the character of ancient minstrelsy adapted to sea-going life. The use of chanties to assist in the working of a ship is a custom which developed with the size of the vessels and the increase of their running gear. While peculiar to no country, they probably attained their highest favor on ships of English speaking nations. The tunes have been transmitted from generation to generations of sailors, and largely from country to country, but the words have undergone constant change to suit the fancy or the language of the singers.

Chanties are usually made up of a refrain of a varying number of lines carried by one voice, joined at intervals by a chorus. The soloist was called the "chantyman." The chorus must be so simple in words and tune that all hands can sing it. Whether there was any sense in the words or not didn't matter.

In those days a sojourner at a seaport would quite often be awakened in the early hours of the morning by voices, often softened and made melodious by a long carry across the mist covered water, singing—

"Oh! Sally Brown was a Creole lady,—  
Away, heigh! Roll and go;"

And then, slowly receding, as if farther away, the words coming less distinct—

"For seven long years I courted Sally—  
Spent my money on Sally Brown."

It was merely a merchantman getting out to sea, the song that of the men as they walked around the capstan, heaving up the anchor.

And if you had been in Jack's place you would have appreciated it. Rout a man out at three in the morning to take advantage of an outgoing tide or a favoring breeze; order him from a warm bunk into a cold, drizzling rain; set him to scurry-

ing about in the darkness overhauling wet ropes, everything half frozen and stiff with disuse in harbor; start him on a treadmill walk with his hands and breast against a capstan bar, heaving up an anchor, fast imbedded in the mud, and a chain that seems endless—this with an empty stomach and a head perhaps sore from too deep libations of the previous night, the last night ashore; before him a strange ship and the uncertainties of a voyage, behind him the pleasures of the port, and you cannot expect a cheerful and willing worker. But when the chief mate calls out and says, "Come, boys, let's have some music," and someone starts up—

"Good-bye to you all, for my money's all gone,—  
And a hooda, and a hooda;  
My head is broke and my clothes are in pawn,  
And a hooda, hooda, day."

a change at once appears. And as the chantyman draws on his imagination and dilates on the dangers and perils that beset Jack ashore in contrast with the safety and comfort of life at sea, the voices take on a cheery tone, the shuffling feet step lighter and quicker, the stirred blood warms the benumbed fingers grasping the capstan bars, the pawls of the windless clink merrily round, and the anchor comes up to the cathead with a run.

Another chanty used in working the windlass breaking anchor goes:

Santa Anna gained the day,  
Hurray Santa Anna.  
Santa Anna gained the day,  
On the plains of Mexico."

The following is regarded as one of the very best types of gallant forecandle chanties for either windlass or capstan:

"The Rio Grande is over the sea,  
Hooray ye Rio,  
The Rio Grande is the place for me,  
And we're bound for the Rio Grande.  
Hooray ye Rio,  
Away ye Rio,  
So fare ye well my pretty young girl,  
We are bound for the Rio Grande."

Here is another, a real Black Baller for the windlass, used on leaving Liverpool:

"As I walked out one morning,  
Down by the Clarence dock,—  
Heave away!  
My Johnny, heave away!  
I met with Mrs. Topscott,  
With her I had a talk,—  
And away, my jolly boys,  
We're all bound to go.

"Good morning, Mrs. Topscott,  
Good morning, sir, said she;—  
Heave away!  
My Johnny, heave away!  
Oh, have you got a packet ship  
To carry me over the sea?—  
And away, my jolly boys,  
We're all bound to go.



"Oh, yes, I have a packet ship,  
A ship of greatest fame;—  
Heave away!  
My Johnny, heave away!  
She is lying in the Waterloo dock,  
The Dreadnaught is her name.  
And away, my jolly boys,  
We're all bound to go."

Chanties used at the halyards or in hauling at the running gear differ in form from those sung around the capstan or the pumps. In hoisting sails the entire strength and weight of all hands are required to be thrown upon the rope at the same instant to be effective. To secure this an abrupt change of time is made in the chorus, and a certain word is the signal for all to pull, thus—

"A Yankee ship came down the river,—  
Blow, boys, blow.  
Her masts and yards they shine like silver.—  
Blow, my bully boys, blow."

At the word "blow" all hands give a short, sharp pull.

There are a great number and variety of topsail halyard chanties. "The Dead Horse" is one of the favorites:

"Oh, poor old man, your horse is dead;  
And we say so, and we hope so.  
He died for the reason that he was seldom fed—  
Oh, poor old man."

Another popular one ran:

"Whiskey is the life of man,—  
Whiskey Johnny;  
Oh, whiskey is the life of man.  
Whiskey for my Johnny.  
Whiskey made me pawn my clothes,—  
Whiskey Johnny;  
Oh, whiskey made me pawn my clothes.  
Whiskey for my Johnny."

On the words "whiskey" and "Johnny," all hands fell back on the halyards with two tremendous pulls.

If the chantyman were suffering from a bad case of "hang-over," he might remorsefully substitute the word "death" for "life" in the first and third lines.

One of the most effective topsail halyard chanties was—

"Poor old Reuben Ranzo,—  
Ranzo, boys, Ranzo.  
Poor old Reuben Ranzo,  
Ranzo, boys, Ranzo.  
Ranzo was a sailor,—  
Ranzo, boys, Ranzo.  
He shipped on board a whaler,—  
Ranzo, boys, Ranzo.  
He could not do his duty,—  
Ranzo, boys, Ranzo.  
The mate being a very bad man,—  
Ranzo, boys, Ranzo.  
He took him to the gangway,—  
Ranzo, boys, Ranzo.  
He gave him eight and forty,—  
Ranzo, boys, Ranzo.  
But the captain was a good man,—  
Ranzo, boys, Ranzo.  
He took him to the cabin,—  
Ranzo, boys, Ranzo.  
He taught him navigation,—  
Ranzo, boys, Ranzo.  
Now Ranzo is a captain,—  
Ranzo, boys, Ranzo.  
And sails the Western ocean.—  
Ranzo, boys, Ranzo."

The "Ranzo, boys, Ranzo" was the chorus which the whole crew bellowed, all pulling in unison on the "Ranzo."

Another form used only in bad weather was that sung in hauling aft the fore or main sheet. The foresail, being a storm sail, is never reefed unless it is blowing a gale. When the sail is reefed, the heavy ropes which hold the corners of the sail, called the "tack" on the weather side and the "sheet" on the lee, are loosened up and must be hauled taut again after the reef is taken. This is easy enough on the weather side, but on the lee the pulling is done against the force of the wind. It is then that all hands were summoned. Even the cook was called from the galley to lend a hand, for every muscle on the ship was needed. Above the shrieking gale and thundering canvas rose the refrain of the chantyman—

"Haul away the bowline, the good ship is a-rolling;  
Haul away the bowline, the bowline haul.  
Haul way the bowline, the wind it is a-howling,  
Haul away the bowline, the bowline haul."

At the word "haul" ending each couplet a tremendous heave was given, and inch by inch the sail was drawn into place—sheeted home—and then made fast.

Here is another used at sheeting home:

"Oh, do my Johnny Poker come,—  
Rock and roll me over.  
Oh, do my Johnny Poker DO!"

While the chantyman sings the words, the bodies of the men sway backward and forward until he reaches the final "do," when all hands roar out "DO," and with that fall back on the rope with all their might.

Another:

"To me way, hey, he, ha,  
We'll pay Paddy Doyle for his BOOTS!"

At the word "boots" all sing and pull together.

Chanties sung at the pump were of a rambling style and allowed great latitude on the part of the chantyman. At best pumping is a wearisome task, and it is then that a good chanty helps the work. When a ship arrived in port and was docked, the last work before going ashore was to pump out the hold. At such times the crew always arose and did full justice to the occasion.

"The sails are furled with a harbor stow,—  
Leave her, Johnny, leave her.  
So shake it up, my bully boys,  
This night we're going to leave her.  
'Tis time for us to leave her."

If the chantyman knew his business he would duly review in his farewell song the ship he was about to leave, her good and bad points, the events of the voyage, peculiarities of the "old man," the quality of the salt meat and hard tack, not forgetting to pay his respects or otherwise to the cook and the "duff" made by him on the trip. It was the first time he had had the freedom to express his opinion on these subjects, and it can be believed that he duly availed himself thereof.



## TO THE SOUTH'ARD



### Opening of Inlet Boon to Fishermen

**N**EW INLET, considered one of the most important geographical assets along the coast of North Carolina, which was filled in by narrowing two years ago, has just been reopened by the North Carolina fisheries commission. The purpose of this enterprise was to admit water for the clam and oyster beds and to afford shad cover.

The inlets which open through the narrow sand barrier reefs between the sounds and the ocean are said to be essential to fisheries in two interesting ways.

First, the inflow of seawater during a rising tide is necessary to produce the salinity in the waters of the sound needful for oyster, clam and scallop culture and for several varieties of valuable fish. Second, the outflow during the ebb tide carries seaward a current of relatively fresh water constantly pouring into the sounds from the rivers of the interior.

It is this fresh water which attracts and turns inland the valuable migratory fish, notably herring and shad, decrease in the number of which has of late years caused much concern. The next great shad migration being in February, the New Inlet is expected to prove of very distinct value.

### Apalachicola Shrimp Season Begins

On October 9 the shrimp canneries of Apalachicola, Florida, began operations on the fall pack. For the past year only small supplies of shrimp have been available, and the pack has been far below normal despite a growing demand.

The first of the shrimping fleet arrived October 9 with good catches. A steady supply is looked for when all boats are operating.

Following is a list of those so far reported, and the number of pounds of shrimp they brought in: Ruth S., 3,500 lbs., Kilgis, 2,000 lbs., A. J. Andrew, 2,000 lbs., Corinne, 4,000 lbs., Spark Plug, 4,000 lbs., Mercia M., 2,500 lbs., Sirene, 2,000 lbs., Ourania, 3,000 lbs., all for Acme Packing Company. Leader, 3,000 lbs., Old Man, 5,000 lbs., Genevera, 2,500 lbs., Agnes, 2,500 lbs., Gazelle 2,500 lbs., for the Sea Food Products Company. Isabelle, 1,800 lbs., Antonica, 700 lbs., for Bay City Packing Company.

### Scallop Fisherman Drowns

Everett Bartman of East Hampton, L. I., was recently drowned while scallop fishing in Peconic Bay. While on his way to the scallop beds in the sloop C. H. Davis, Captain Bartman lost his bal-

ance in reaching for a cap which had blown overboard, and he fell into the water. Although a strong swimmer, the heavy clothing which he wore is supposed to have been too much for him in his efforts to keep afloat. When the sloop was brought about no trace was found of him.

### Maryland Oysters Scarce

Maryland rivermen predict oysters will be scarce in their waters this year. About 200 licenses had been issued previous to October 1, the opening day of the river season. The oysters are said to be fatter than usual, and ought to bring a big price.

### Winds Expected To Bring Mackerel and Kingfish

Key West, Florida, fishermen believe that the strong northeast winds that came up around the middle of October will cause large schools of mackerel and kingfish to put in their appearance.

Some mackerel had been caught, though not in large numbers. The gill-netters have yet to make a set but are ready to put out when the winds die down.

Captain Frederick Demeritt reported the first school of kingfish in Key West waters this season. Though he trolled repeatedly he was able to catch but one of the fish, a 39-pounder.

### Good Oyster Prospects

More than 200 boats have been made ready for the opening of the oyster season, October 15, in the vicinity of Apalachicola, Florida. According to Commissioner Quinn the outlook is bright for a larger yield and a better product than in years. Information as to oyster prospects was obtained from sounding out oyster reefs.

### Alarmed at Blue Crab Decrease

Much alarm is being felt among Chesapeake Bay fishermen over the decrease in the natural supply of blue crabs. Despite the fact that crabs now bring \$1.50 to \$2.00 a dozen, the present scarcity makes it difficult for fishermen to make a living at crabbing.

At present the Bureau of Fisheries is investigating the crab fishery for the purpose of recommending measures for the protection of this valuable fish.

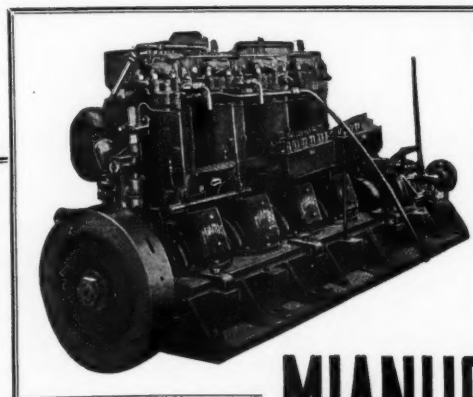
## The Economies of a Diesel Drive

**T**HE operating economies effected in the substitution of a Diesel engine for a gasoline motor in larger power craft was amply demonstrated by the 82-foot Typee on her recent trials. Originally she was powered with a 150 h. p. Craig gasoline engine and consumed between 20 to 30 gallons of gasoline per hour. She could only carry fuel sufficient for a 600-mile cruising radius and made but 9 knots per hour.

With her new six cylinder, 100 h. p., two-cycle, airless injection Mianus Diesel engine the fuel consumption is but seven gallons per hour, the cruising radius is 900 miles, or five times as great, and her speed has been increased to 10 knots.

It does not take much calculation to prove the advantage of the present Diesel installation, burning only seven gallons per hour of fuel that costs  $5\frac{1}{4}$  cents at City Island and as low as  $3\frac{1}{2}$  cents at Bayonne, as compared to 20 or 30 gallons of gasoline costing about 21 cents per gallon.

The Typee is owned by the Mianus Diesel Engine Co. and is used mainly for demonstration purposes. In addition to the main power plant there is a two-cycle, two-cylinder Mianus engine of 15 h. p. which drives a 9 K. W., 110 volt, 78 ampere Diehl generator at 555 r. p. m. This generator supplies the power for lighting, charging storage batteries, heating, cooking, windlass and a refrigerator compressor.



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### Three Fishermen Near Death

Three Woods Harbor, Nova Scotia, fishermen had a bitter experience and a close call aboard the small power craft, Roanoke.

The boat was on her way home from a successful swordfishing season off Louisburg when a sea struck her, upsetting a can of gasoline close to the engine. A spark from the motor ignited it, and the whole craft was aflame. One man was caught in the cabin and had to rush through the flames, suffering severe burns. The skipper's clothes took fire and he was obliged to jump overboard. He managed to get back on board again, and aided the other hands in fighting the fire.

With the engine out of order and past fixing, the craft was at the mercy of the wind and weather. No attention being paid to her distress signals, the three men rigged up their bed quilts for sails, and in this manner the craft was worked along towards Halifax.

The men claimed that a revenue cutter passed within two miles, and the Roanoke's crew did everything possible to attract the attention of the cutter, but the distress signals of the little craft brought no response.

### Two New Craft Launched at Essex

The pilot boat Pilot, from the design of Burgess, Swazey and Paine, a knockabout type to be powered with two one hundred horsepower en-

### PHOTOGRAPHS OF VESSELS

Old Whaleships — Yachts

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gines, was recently launched from the James yard at Essex.

The handsome 75-foot Anne and Mary, built by Story, will be used by her owner, Jerome Pallazola of Boston, for fishing.

### BOATS-YACHTS

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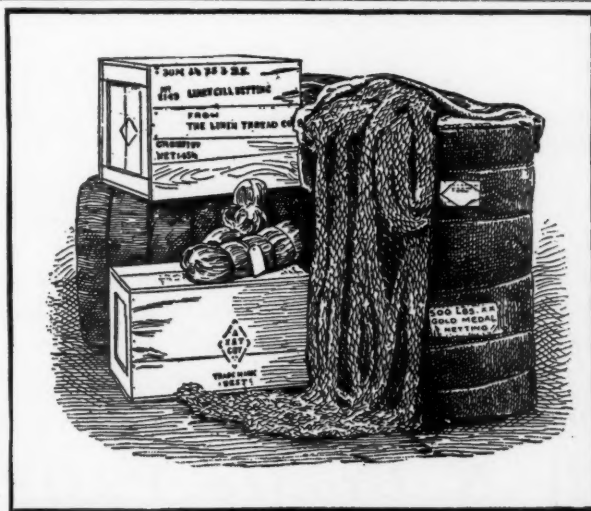
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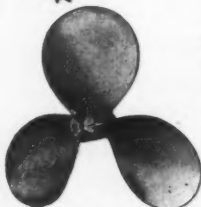
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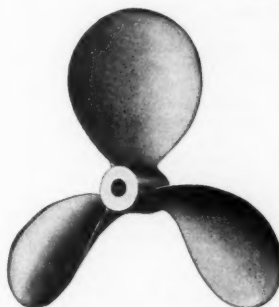
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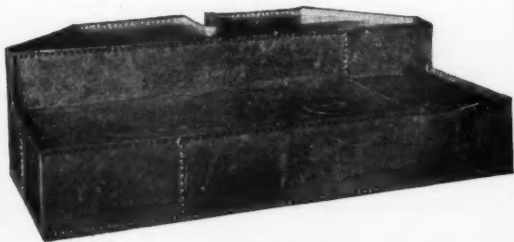
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Hunting Cabin Cruiser, 39' long, 10' beam, 3' draft; cabin 15' long, full head room. Keel, yellow birch; timbers, Maine oak; planking, Maine white cedar. Extra heavy galvanized fastenings. Inside finish, North Carolina pine, cypress and white pine. Rudder gear is bronze. Powered with 50 h. p. Kermath, with electric starter and electric lights. Bulkhead controls; fully equipped with cushions, toilet, sink, stove, berths, 150 gallon copper gas tank, 140 gallon copper water tank. For price apply to C. H. Beals & Sons, Beals, Maine.

### FISHING BOAT FOR SALE

Beam trawl complete with nets ready for fishing. Address: C. M. Kornan, West Sayville, L. I., New York.

### FISHING SCHOONER WANTED

Want to buy a two masted fishing schooner, about an 80-footer. State full particulars. Address: A. A.

### ENGINE FOR SALE

Heavy duty Murray & Tregurtha, two cylinder, 4-cycle motor,  $5\frac{1}{2}$ " x 7", turning a 24" x 26" wheel. All in A-1 condition. Can be seen running. Price, \$200. F. O. B., New York. Address: F. T.

### 40-FOOTER FOR SALE

Fishing boat, 40' over all, 13' beam and 3' draft; 24 h. p. Lathrop heavy duty 4-cycle, 3 cylinder engine. Nets for fluking and scalloping included. Price, \$1800. Address: Arie Van Essendelft, P. O. Box 3, West Sayville, L. I., New York.

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Fifty foot motor boat; 15 foot beam; 4 foot draft; 7 years old; new 24 h.p. Lathrop engine. Will make 7 miles per hour towing 38 foot seine boat. Thoroughly fitted with everything including hoisting engine. A first class boat in every way. Will carry 150 bbls. fish in hold. Price, \$2700. Address A. M.

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A 48-foot auxiliary schooner, 12' beam, 4' 2" draft; exceptionally well built and equipped. Has been used for freighting but could be easily altered for any kind of fishing, or would make fine pleasure craft; no odor of fish. Present power plant, 20 h. p. Palmer, 4-cycle motor, but will stand a 40 h. p. engine.

Boat is 3 years old. Keel, Georgia hard pine, 19" x 5"; locked timbers over keel, 6" x 8", every 5 feet with  $\frac{3}{4}$ " x 14" bolts; gray oak ribs,  $1\frac{1}{2}$ " x  $1\frac{1}{8}$ ", clear of knots and cross grain, steamed bent in; planked with 2" white pine stripped. All nails and spikes galvanized. Coppered for ice protection three-quarters of length above and below waterline with sheet copper, nailed with brass nails. All ceiled inside with white pine painted ivory white.

16' hold forward; cabin, 16' long with 6' head room; skylight; 7 plate glass windows,  $\frac{5}{16}$ " thick,  $6\frac{1}{2}$ " x 14"; wired for electric lights; hoisting deck engine. Sails are one year old of 8 oz. duck, not torn; flush toilet, stove, coal locker, two bunks.

Boat has following equipment: Compass box and compass; 120 lb. anchor with 50 fathom 3" line, new; one 60 lb. galvanized anchor with 40 fathoms new line; running lights, fire extinguishers, life preservers, etc.

Boat built by present owner who has lived aboard her for three years, summer and winter. She is very able, a good sailer and dry. Steers very easy

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RATES — 5 Lines, \$1.50 Minimum  
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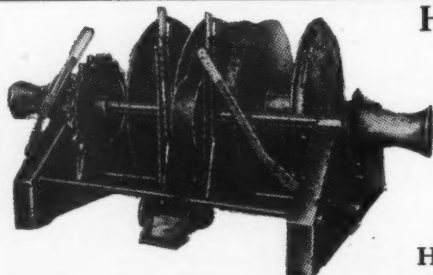
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and quick. Boat can be grounded out for inspection to prove she's tight, sound and well built. Owner will make alterations to suit purchaser at 70 cents an hour. Can be seen at Portland or at Sebasco, Maine. Address: H. O.

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Schooner Bowdoin, which recently returned from her second polar expedition, has again demonstrated the soundness of her design.

Captain Donald B. MacMillan and his party of six were gone 15 months on this latter trip. They reached a point within 11 degrees of the North Pole, where the Bowdoin was frozen in for 320 days. This point was off the coast of North Greenland within 20 miles of the spot where 17 of the Greely expedition starved to death.

The big advantage enjoyed by the present day

arctic explorer over those of Greely's time is the marine oil engine which permits of a cruising radius unknown to the old days. The "C-O" aboard the Bowdoin stood up perfectly. At one time the Bowdoin was frozen in for 274 days, the temperature falling to 60 degrees below zero. Doctor MacMillan feared that such temperature would cause excessive contraction likely to disable the motor. But after this long period of idleness and intense cold, they heated the plugs, turned on the air and the motor was off.



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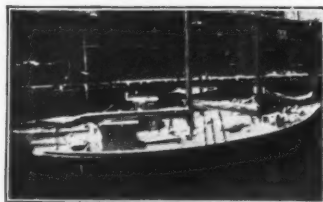
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ARTHUR W. BRAYLEY, Editor.

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## Fairbanks-Morse "C-O" Marine Oil Engine

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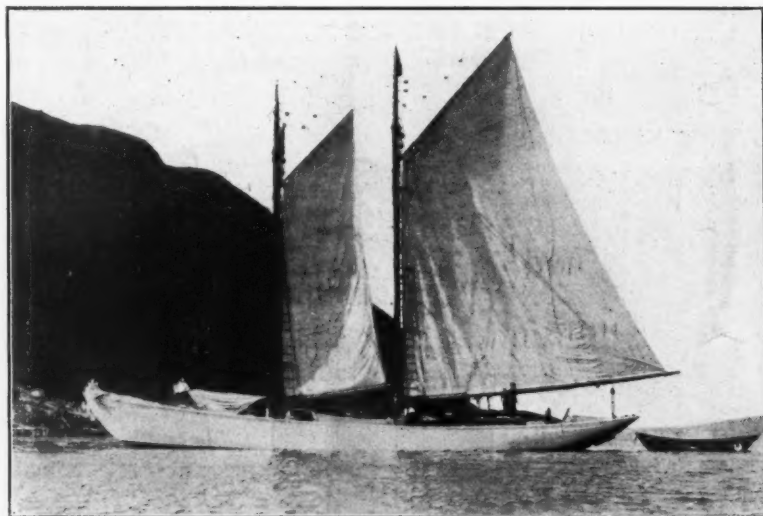
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"Too much cannot be said in praise of an engine which can do the work which has been done on these two trips of the Bowdoin. Truly a wonderful engine."

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"C-O" engines, 30 H. P. to 300 H. P. economically use low-priced fuel oils. No trouble-giving parts—easy to start—simple to operate. Automatic governor prevents engine racing in heavy weather. Close speed control gives flexible power essential for fishing. Get full particulars about this better, more economical work boat power.

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